

# Alberta



# TrailTracker

Alberta Trailnet Newsletter

Issue Nine Winter 07/08

## THE TRANS CANADA TRAIL IN ALBERTA: COMPLETED SECTIONS

### THE CITY OF CALGARY TRAIL



Calgary's TCT Pavilion is located downtown along the Bow River Pathway.

**Location:** Calgary. There are three main regional pathway branches in Calgary that are part of the Trans Canada Trail. They are centered on the Fort Calgary Historic Site and include:

1. The Elbow River regional pathway which travels southwest from Fort Calgary to the Glenmore Reservoir area.
2. The Bow River regional pathway which travels east from Fort Calgary for a short distance and then heads south down the Bow River to Fish Creek, and
3. The Nose Creek pathway which is reached from Fort Calgary by traveling west along the Bow River to the Trans Canada Trail Pavilion, crossing the river and traveling east along the Bow River to Nose Creek, and then turning north and following Nose Creek to the northern city limits.

**Historical Perspective:** The trail sections in Calgary are in greenspaces along river and creeks with several natural areas and interesting sites adjacent to the Trail. The Elbow River section includes Fort Calgary (first settlement), the Calgary Exhibition and Stampede Grounds, Glenmore Reservoir, and Weaselhead Natural Environmental Park. The Bow River section east and south from Fort Calgary includes the Sam Livingston Fish Hatchery, Inglewood Bird Sanctuary, Beaver Dam Flats Natural Area, Carburn Park, and Fish Creek Provincial Park. The Nose Creek section includes the Calgary Zoo and Confluence Park.

**Terrain:** Asphalt urban pathways.

**Access:** Asphalt urban pathway with scattered street access and parking lot access.

**Type of Trail:** Asphalt regional pathways

**Signage:** City of Calgary Parks signage in place. Trans Canada Trail signage is not yet in place in all areas (refer to Calgary Bike Map).

**Facilities:** The City of Calgary provides full facilities. There are no campgrounds along the trail. There is a youth hostel downtown (call ahead for bookings).

**Points of Interest:** Natural areas – Inglewood Bird Sanctuary, Weaselhead Natural Environment Park, Fish Creek Provincial Park. Historical – Fort Calgary, Heritage Park. Facilities/Entertainment – Calgary Zoo, Canada Olympic Park, Calgary Stampede, Glenbow Museum.

**Trail Operator:** Pathway Coordinator, City of Calgary Parks: #77, PO Box 2100, Stn. M, Calgary, AB. T2P 2M5  
Tel. (403) 537-7560.

**Length:** 67 km. (41.50 miles)

**Surface:** Asphalt

**Width:** Varies; mostly 2.5 to 3.5 metres (8.25 – 11.50 feet)

**Permitted Uses:** Walking, Hiking, cycling in-line skating, wheelchair.

This is an unsupervised recreational trail and is used at the personal responsibility and risk of the person using the trail. Please use respect, and obey all regulations.

# From living hell to living well

## A radical campaign to return streets from cars to people in Colombia's largest city is now a model for the world

CHARLES MONTGOMERY

On a clear, cloudless afternoon, Enrique Peñalosa, former mayor of Bogotá, leaves his office early in order to pick up his 10-year-old son from school. As usual, he wears his black leather shoes and pinstriped trousers. As usual, he is joined by his two pistol-packing bodyguards. And, as usual, he travels not in the armoured SUV typical of most public figures in Colombia, but on a knobby-tired mountain bike.

Mr. Peñalosa pedals through the streets of Santa Barbara in Bogotá's well-to-do north side. He jumps curbs and potholes, riding one-handed, weaving across the pavement, barking into his cell phone with barely a thought for the city's notoriously aggressive drivers.

On most days, this would be a radical and perhaps suicidal act. But today is special.

Ever since citizens voted to make it an annual affair in 2000, private cars have been banned entirely from this city of nearly eight million every Feb. 1. On *Día Sin Carro*, Car Free Day, the roar of traffic subsides and the toxic haze thins. Buses are jam-packed and taxis hard to come by, but hundreds of thousands of people have followed Mr. Peñalosa's example and hit the streets under their own steam.

"This is a learning experiment! We are realizing that we can live without cars!"

Mr. Peñalosa bellows as he cruises across the southbound lanes of Avenida 19, pausing on the wide, park-like median. A flock of young women rolls up the median's bike path, shouting, "Mayor! Mayor!" though it has been six years since Mr. Peñalosa left office (consecutive terms are constitutionally banned in Bogotá) and he has only just begun his campaign to regain the mayor's seat.

Car Free Day is just one of the ways that Mr. Peñalosa helped to transform a city once infamous for narco-terrorism, pollution and chaos into a globally lauded model of livability and urban renewal. His ideas are being adopted in cities across the developing world. They are also being championed by planners and politicians in North America, where Mr.

Peñalosa has reinvigorated the debate about public space once championed by Jane Jacobs.

His policies may resemble environmentalism, but they are no such thing. Rather, they were driven by his conversion to hedonics, an economic philosophy whose proponents focus on fostering not economic growth but human happiness.

Proponents of hedonics, or happiness economics, have been gaining influence. London School of Economics professor Richard Layard, who wrote the seminal *Happiness: Lessons from a New Science*, was an adviser to Tony Blair's first Labour government. Prof. Layard asserts that, contrary to the guiding principle of a century of economists, income is a poor measure of happiness. Economic growth in England and the U.S. in the past half-century hasn't measurably increased life satisfaction.

So what makes societies happy? The past decade has seen an explosion in research aiming to answer that question, and there's good news for people in places like Bogotá: Feelings of well-being are determined as much by status and social connectedness as by income. Richer people are happier than poor people, but societies with wider income gaps are less

happy on the whole. People who interact more with friends, family and neighbours are happier than those who don't.

And what makes people most unhappy? Not work, but commuting to work.

These are the concepts that guided Mr. Peñalosa's car-bashing campaign.

"There are a few things we can agree on about happiness," he says. "You need to fulfill your potential as a human being. You need to walk. You need to be with other people. Most of all, you need to not feel inferior. When you talk about these things, designing a city can be a very powerful means to generate happiness."

In the mid-1990s, Bogotá was, citizens recall, an *infierno* – a living hell. There were 3,363 murders in 1995 and nearly 1,400 traffic deaths. The city suffered from the cumulative effects of decades of civil war, but also from explosive population growth and a dearth of planning. Wealthy residents fenced off their local public parks. Drivers appropriated sidewalk space to park cars. The air rivalled Mexico City's for pollution. Workers from the squalid shanties on the city's south end spent as much as four hours every day commuting to and from Bogotá's wealthy north.

In 1997, a study by the Japanese International Co-operation Agency prescribed a vast network of elevated freeways to ease Bogotá's congestion. Like cities across the Third World, Bogotá was looking to North American suburbs as a development model, even though only 20 per cent of people owned cars.

The tide changed with Mr. Peñalosa's election in 1998.

"A city can be friendly to people or it can be friendly to cars, but it can't be both," the



Former Bogotá mayor Enrique Peñalosa tours his city by bicycle on the Car Free Day he instituted, campaigning for another term. (Juan Velasco for *The Globe and Mail*).

new mayor announced. He shelved the highway plans and poured the billions saved into parks, schools, libraries, bike routes and the world's longest "pedestrian freeway."

He increased gas taxes and prohibited car owners from driving during rush hour more than three times per week. He also handed over prime space on the city's main arteries to the Transmilenio, a bus rapid-transit system based on that of Curitiba, Brazil.

Bogotans almost impeached their new mayor. Business owners were outraged. Yet by the end of his three-year term, Mr. Peñalosa was immensely popular and his reforms were being lauded for making Bogota remarkably fairer, more tolerable and more efficient.

Moreover, by shifting the budget away from private cars, Mr. Peñalosa was able to boost school enrolment by 30 per cent, build 1,200 parks, revitalize the core of the city and provide running water to hundreds of thousands of poor.

The shift was all the more radical in that it was not motivated by the populist socialism that has swept much of Latin America. Mr. Peñalosa, the son of a Colombian politician and businessman, studied economics at North Carolina's Duke University. His first book shouted *Capitalism: The Best Option*. Yet even as he worked as a business management consultant, and later an economic adviser to the Colombian government, he began having doubts.

"I realized that we in the Third World are not going to catch up to the developed countries for two or three hundred years," he recalls. "If we defined our success just in terms of income per capita, we would have to accept ourselves as second- or third-rate societies – as a bunch of losers – which is not exactly enticing for our young people. So we are forced to find another measure of success. I think the only real obvious measure of success is happiness."

## HAPPIER TOGETHER

Mr. Peñalosa offers an eager "Como le va?" – how's it going – to a pair of dust-caked labourers cruising past on the bike path. He is clearly campaigning: Every commute is a chance to remind Bogotans that their bike routes were his idea, and their parks his doing. But he is also a preacher spreading the word.

"See those guys? Before, cyclists were seen as just a nuisance. They were the poorest of the poor," he says. "Now, they have respect. So bikeways are important ... [because] they show that a citizen on a \$30 bike is equally impor-

tant to someone driving in a \$30,000 car."

This principle of equity led him to hand road space over to public transit and pedestrian areas – a way of making private space public again.

University of British Columbia professor emeritus John Helliwell, who studies economics and human well-being, sees added value in such measures. "When you get data on people's life satisfaction, and you try and explain the differences, the variables that jump right out at you relate to the trustworthiness of the environment that people are living in. How much can they trust strangers? How well can they trust people in the neighbourhood? How trustworthy are the police? The more positive answers people give on these questions, the happier they are," Prof. Helliwell says.

"So what do you need to do to establish these higher levels of trust? It turns out that frequency of positive interaction is the key."

Public spaces that bring people together in congenial activity produce happier citizens than those – like traffic jams – that spur animosity and aggression, Prof. Helliwell says.

By linking the economics of happiness to urban design, Mr. Peñalosa really does seem to have made Bogotans happier. The murder rate fell by an astounding 40 per cent during his term and has continued to fall ever since. So have the number of traffic deaths. Traffic moves three times faster now during rush hour. And the changes seem to have transformed how people feel.

"The perception of the city has changed," says Ricardo Montezuma, an urbanist at the National University of Colombia. "Twelve years ago, 80 per cent of us were completely pessimistic about our future. Now, it's the opposite. Most of us are optimistic," he says, referring to Gallup polls.

"Why is this important? Because in a big way a city is really just the sum of what people think about it. The city is a subjective thing."

Bogotans don't give Mr. Peñalosa all the credit. Every Sunday since the 1970s, Bogota has blocked off its major roads so that citizens can jog, walk or bike in safety. These *ciclovía* days transform the *avenidas* into vast, linear parks, where more than two million Bogotans come to play, picnic, do aerobics and eat sweet *arepa* bread from mobile vendors. A generation has grown up knowing streets can change.

But people have changed too. Mr. Peñalosa's unorthodox predecessor, Antanas Mockus, is credited with building a new culture of citizenship. The former philosophy professor hired mimes to make fun of

bad drivers. He sent actors dressed as monks into the streets to encourage people to think about noise pollution. He gave out thousands of coloured cards – the kind referees use in soccer games – so people could express their disapproval of others' driving.

Mr. Mockus convinced Bogotans it was their duty to take care of each other. Inspired by his anti-corruption campaign and message of citizenship, 63,000 families volunteered to pay 10 per cent more than their assessed property tax. By the end of his term, tax revenues had tripled.

He had prepared Bogotans for Mr. Peñalosa's infrastructure changes, which required people to make sacrifices for the general good.

The best place to see these ideas translated into urban design is Bogota's *hardscrabble* south side, where about 80,000 migrants – mostly refugees from Colombia's civil war – arrive seeking shelter every year. Few of the streets are paved here, but a pedestrian-only avenue intersects the red brick slums of Ciudad de Cali.

This is where 19-year-old Fabien Gonzales joins the commuting throng just after sunrise en route to his job as a cashier at the Home Center on Bogota's north end. Mr. Gonzales takes home about \$238 a month and, like most of his neighbours, uses feet, bike and bus to get to work.

He cruises down one of Mr. Peñalosa's *ciclorutas* on a silver mountain bike, to the Portal de las Americas, a transportation hub linking bike paths and pedestrian roads with the Transmilenio rapid-bus network. The station is surrounded by broad plazas and lawns, where people linger over hot chocolate as the sun creeps up over the Andes.

He locks his bike and pushes onto a north-bound express. "Before the Transmilenio," he says, "I had to leave home two hours before starting work. Now, it takes me 45 minutes."

The Transmilenio (BRT) is a distillation of Mr. Peñalosa's philosophy on well-being. It also happens to turn everything most North Americans think about transit on its head. It functions much like an urban metro, combining stylish stations, fast boarding and express routes. It moves more people than many urban rail-transit systems for a small fraction of the construction cost.

"Many cities talk about building transit. We didn't want a transit project, but a mobility project. We wanted to move people," says Angelica Castro Rodriguez, general manager of the public-private alliance that runs the service.

The Transmilenio also reduces Bogota's carbon dioxide emissions by nearly 250,000

tons a year. It's the first transport system to be accredited under Kyoto's Clean Development Plan.

But for Mr. Peñalosa, the key is that it seizes road space from other vehicles. "We are constructing democracy with our bus system. Remember, 80 per cent of Bogotans don't own cars. For them, every day is car-free day. This busway, unlike a subway, shows that public transport has priority over private interests."

Every week, Bogota hosts delegations from cities around the world looking for solutions to their growing pains.

"Before Peñalosa, mayors were terrified to take on the issue of auto-dominated public space, for fear that motorists would rebel politically," says Walter Hook of New York's Institute for Transportation and Development Policy (ITDP).

"But he not only challenged auto dependency, he succeeded politically. He's given other politicians the courage to follow. And other mayors have realized that they can't build their way out of congestion."

The ITDP now funds Mr. Peñalosa's efforts to bring his post-car message around the world. Jakarta, Beijing and Mexico City have handed over road space to bus rapid-transit systems and more are being built in Delhi, Seoul and Johannesburg.

## PEDESTRIAN BROADWAY?

Mr. Peñalosa's solutions may work in the developing world, but is North America ready for his happy revolution?

Consider the advice he gave to planners in Los Angeles last year: Let traffic and congestion become so unbearable that drivers voluntarily abandon their car habits. And when Manhattan held a conference in October asking for a prescription for the gridlocked streets of New York, Mr. Peñalosa cheerily suggested banning cars entirely from Broadway.

"He got a standing ovation," observed an astounded Deputy Borough President Rose Pierre-Louis. New York is now considering charging drivers to enter Manhattan.

Mr. Peñalosa was also given a hero's welcome by hundreds of cheering urbanists, planners and politicians at last summer's World Urban Forum in Vancouver. Stuart Ramsey, a B.C. transportation engineer, suggested it was because the Colombian had gone ahead and done what they had all been talking about for years.

"Bogota has demonstrated that it is pos-

sible to make dramatic change to how we move around in our cities in a very short time frame," Mr. Ramsey said afterward. "It's simply a matter of choosing to do so."

"We could improve our air quality and dramatically reduce our emissions any time we want. It's easy to do. All it would take is a can of paint and you'd have dedicated bus lanes. It doesn't require huge amounts of money. It simply requires a choice."

The fact that the people who plan and build the world's urban areas should applaud an attack on private cars suggests that cities may be on the verge of a massive change. Yet Mr. Peñalosa points out that North American cities may face a much bigger challenge than poor cities like Bogota. For one thing, we have already spent billions wrapping ourselves in freeways.

"Transportation is a problem that gets worse the richer societies become," he says. "The 20th century was a disaster for cities. And the most dynamic economies produced the worst cities of all. I'm talking about the U.S. of course – Atlanta, Phoenix, Miami, cities totally dominated by private cars."

In Canada, commuters are discovering that the highways that brought us suburbia are no longer getting us to work so quickly. From 1992 to 2005, the average commute time in Canadian cities rose to 63 minutes from 54.

This is bad news for happiness. Recent studies on life satisfaction show that commuting makes people more unhappy than anything else in life. Commuting also happens to rob us of time for family and friends.

In a 2004 study of German commuters, psychologists found that the longer people spent getting to work, the lower their general life satisfaction tended to be. The malaise brought on by commuting was not being balanced by work satisfaction or higher income.

If commuting makes us so unhappy, why do North Americans keep buying houses in distant suburbs? Harvard University psychologist Daniel Gilbert suggests that it is because humans are just not very good at predicting what will make us happy.

"When we make predictions about happiness, we typically fail to consider adaptation – the process by which the brain gets used to things," explains Prof. Gilbert, author of *Stumbling on Happiness*. "It is much easier to adapt to things that stay constant than to things that change."

"So we adapt quickly to the joy of a larger house in the suburbs because the house is exactly the same size every time we come in the

front door. But we find it difficult to adapt to commuting by car because every day is a slightly new form of misery, with different people honking at us, different intersections jammed with accidents, different problems with weather, and so on."

So the misery of the long commute will almost always trump the happiness of that spacious den, Prof. Gilbert says.

The only major Canadian city where commute times didn't shoot up in the past decade was freeway-free Vancouver, where the city stopped adding road capacity in 1997 and has been aggressively "traffic-calming" ever since.

Thanks to the city's decision to develop dense new neighbourhoods near the downtown core, almost two-thirds of journeys made around downtown are done on foot, by bike or on transit. Aside from cutting carbon emissions, this kind of commuting also boosts feelings of connectedness and public trust, according to UBC's Prof. Helliwell.

In terms of happiness, then, Canada's big-city mayors are on track when they press the federal government for a national transit strategy. But Bogota suggests the secret may lie not in the megaprojects favoured by ribbon-cutting politicians, but in cheaper options that move more people.

The Toronto Transit Commission wasn't crazy about Prime Minister Stephen Harper's announcement of an 8.7-kilometre extension of the Spadina subway line, for example, because the same \$2-billion could have bought 47 km of light-rail line instead.

Still, Bogotans are not necessarily better than Canadians at predicting what will make them happy. In 1996, when traffic congestion was considered the city's biggest problem, they voted against auto restrictions. It took courage – and, some say, arrogance – for Mr. Peñalosa to ignore the polls.

By 2001, the measures and the mayor were wildly popular. Citizens voted to ban cars entirely during rush hour by 2015. And if, as polls suggest, they re-elect Mr. Peñalosa this October, the war on cars will escalate.

"We're lucky in the developing world," Mr. Peñalosa says as we roll up to his son's school. "We haven't had the money to build all those freeways. We are growing quickly, but we still have a chance to build our cities properly, to avoid the mistakes made in North America."

Children pour out of the school's iron gates, Mr. Peñalosa's own son, Martin, among them. The boy carries a helmet and wheels a miniature version of his father's bike. The two wobble their way along Ave-

nida 19's cicloloruta, veering into the grass on either side of the path.

The median feels like a park, filled with children, suited businessmen, fast-food cashiers, the wealthy and the poor, strolling or rolling home together. On the whole, they do seem quite happy.

The scene reflects the city, a place that is more than the sum of its concrete, more than a set of efficiencies to maximize and so much more than a machine for creating wealth. It is, Mr. Peñalosa says, a means to a way of life.

*Charles Montgomery is the author of the Charles Taylor Award-winning book *The Last Heathen*.*

## TrailMobile ON THE MOVE!



The TrailMobile at a community summer event near Alberta's Iron Horse Trail..

Alberta TrailNet's TrailMobile has travelled to many events this past year, appearing at communities in the Lakeland region. The TrailMobile promoted trail bylaws, Alberta's Iron Horse Trail, Alberta TrailNet, Trans Canada Trail, and distributed information pertaining to trails. TrailMobile appearances were promoted by the Riverland Recreational Trail Society and Alberta's Iron Horse Trail in a local newspaper ad campaign that encouraged people to explore the wonderful trail and other attractions in their own backyard.

The TrailMobile is available for trail event related uses. For more information please contact Shannon at Alberta TrailNet at **1-866-987-2457 or 780-422-7150.**

# 2007 TRAIL BLAZER AWARD WINNER Glen French

*ATN President Betty Anne Graves (right) and Director Cal Rakach present Glen French (left) with the 2007 Trail Blazer award.*



Glen French was honoured this past year with the prestigious Alberta Trail Blazer award. Each year the Trail Blazer award recognizes individuals who have dedicated significant portions of their lives in support of trail development and use, devoting countless hours of volunteer time and effort on behalf of the greater Alberta community.

In honouring Glen's role and contributions over the years, Betty Anne Graves, Past President of Alberta TrailNet said "We are proud to acknowledge Glen's extraordinary efforts in trail stewardship and trail development in the Crowsnest Pass area. His dedication to trails and to his community is something to be acknowledged and celebrated." Glen French has spent the last seven years

working with communities and various user groups to develop a sustainable trail system in southwest Alberta that recognizes the needs of the environment while meeting the needs of industry, recreation and community. He is currently the President of the Crowsnest Pass Quad Squad, one of the most successful trail clubs in Western Canada, and of the Canada Coalition for Access and Stewardship. With Glen's assistance, the Crowsnest Quad Squad has developed a successful educational presentation for Grades 4, 5, 6 classes in rural southern Alberta on ATV safety and the environment. This program, which is now in its 6th year, may expand to become a provincial program in the near future. The club has been integral in developing many trail bridges in south western Alberta.

Glen has volunteered countless hours with various other organizations and committees such as the Crow Snow Riders Snowmobile Club, the Rocky Mountain Snowmobile Association and the Alberta Recreation Corridors Coordinating Committee. He has lived in the Crowsnest Pass Area for the last 30 years. Glen French and his family currently reside in Bellevue, AB.

Previous Trail Blazer award winners have included: Louisa Rich (2006), Don Gardner (2005), Robert Bouchard (2004), Jeff Gruttz (2003), Norm Froom (2002), Sandie Anderson (2001), Rob Gardner (2000), Lloyd Lohr (1999), George Gordon (1998), and Douglas Campbell (1997).

# MAKE TRAILS YOUR PRIORITY

## GOVERNMENT boosts support for Alberta charities and non-profits

### New donation grant program announced

Edmonton... Non-profit and charitable organizations based in Alberta will benefit from a new donor-driven grant program created to help increase private charitable donations in the province. The program complements the \$80-million enhanced charitable tax credit announced in 2007.

“The Community Spirit Program will help Alberta’s voluntary sector in real and tangible ways and contribute to the overall quality of life in our communities,” said Premier Ed Stelmach. “I am proud to follow-through on one of my priorities that will build on the strong tradition of volunteerism in our province and increase private charitable donations.”

Two components will make up the Community Spirit Program: a new Donation Grant Program and the Enhanced Charitable Tax Credit.

### Donation Grant Program

- Donor-driven program. Funding details to be announced as part of Budget 2008.
- Available to all eligible non-profit organizations and Canada Revenue Agency-registered charities that provide direct services to Albertans and Alberta communities.
- Grants will be calculated on a proportional basis and based on cash donations received by the eligible organization.
- The maximum grant is \$25,000 per year, with total grants not to exceed \$50,000 over three-years.
- Grants can be used for operations, projects, programming and small capital projects.

- Program guidelines will be available by April 1. The annual grant submission deadline will be in October.

### Enhanced Charitable Tax Credit

- Effective January 1, 2007, the Alberta government has raised the charitable tax credit for eligible annual donations above \$200 by 60 per cent.
- Including the federal credit, Albertans now receive a 50-cent tax credit for every dollar donated over the \$200 threshold. The increase gives Alberta one of the highest charitable tax credits in Canada.

“The Donation Grant Program is the next step to doing our part to help Alberta’s voluntary and charitable sectors meet changing needs,” said Hector Goudreau, Minister of Tourism, Parks, Recreation and Culture. “I want to thank Gordon Graydon and the rest of his team on the MLA committee for their efforts in providing recommendations to create the parameters of this program.”

The MLA committee, established in March 2007, used research and consultation with other jurisdictions, voluntary sector organizations and the public to develop its recommendations. For a copy of the report and information on the Community Spirit Program, visit [www.communityspiritprogram.ca](http://www.communityspiritprogram.ca) or call 780-644-8604 (dial 310-0000 for toll-free access).

Encouraging a culture of giving is part of Premier Ed Stelmach’s plan to secure Alberta’s future by building communities, greening our growth and creating opportunity.

## Announcing Gifts of Securities - Online!

CanadaHelps is pleased to announce that you can now donate gifts of securities (stocks, bonds, and mutual funds) online to your favourite charities.

On Tuesday, October 16th, CanadaHelps was at the Toronto Stock Exchange to open the market, and to

You can donate to Alberta TrailNet directly by calling us at 1-877-987-2457 or online by visiting the CanadaHelps website [www.canadahelps.org](http://www.canadahelps.org)

officially launch the new online gifts of securities feature. With the launch of CanadaHelps online Gifts of Securities donation capability, charitable giving has reached another technological milestone.

The federal budget of May 2, 2006 announced the elimination of capital gains on donations of publicly traded securities, making it the most tax efficient means of making a charitable donation. Now donors have the ease of doing it all online to the charities of their choice.

“It’s so easy,” remarked Fred Ketchen, Director, Equity Trading with ScotiaBank, past Chairman of the TSX, and long-time supporter of various charities. “It was a quick 5-step process that took a total of three minutes. There’s no doubt this will be an attractive means of giving for donors.” Mr. Ketchen joined CanadaHelps staff and Board Members at the TSX to open the markets with this announcement.

“As a charitable foundation that prides itself on giving made simple, we’re delivering,” remarked Owen Charters, Executive Director of CanadaHelps. “Donors are able to give with ease and efficiency and charities don’t need to invest in expensive technology to provide their donors with what they want. It’s a win-win for everyone.”

Giving securities online is a Canadian first - and through CanadaHelps, donors can now give to any of their favourite charities by donating stocks, bonds, or mutual funds, all online. Also, many charities don’t have a brokerage account - CanadaHelps’ newest feature allows these charities to receive and benefit from gifts of securities.

CanadaHelps is proud to be working with ScotiaMcLeod in providing this ground breaking offering.

# Notes from the Trail

The hard work of community trail builders is paying dividends – Alberta's Iron Horse Trail (AIHT) was prominently featured in several promotional materials this past year. They were named as one of Canada's top ten secret destinations on Sympatico msn, featured in Alberta Snowmobile Association's SnoRiders magazine, named as a finalist for the ALTO

Friends of Tourism award and featured in Rails to Trails Conservancy's Winter '08 issue of Rails to Trails. Longtime Riverland Recreational Trail Society member Roy Scott and his Red River cart appeared in the Edmonton Journal, Saturday, November 17 as part of the tribute to Louis Riel on the legislative grounds.

Congratulations to Joyce Patten of High River, Alberta for recently receiving an Energize Award from Alberta Sport, Recreation, Parks and Wildlife Foundation. Joyce was recog-

nized for contributions towards developing, maintaining and expanding parks, pathways and trail systems in High River and Calgary. She participated in the development of the Sam Livingston Trail along the Glenmore Reservoir, participated on the Calgary Parks and Recreation Board, volunteered for the Calgary Adopt-a-Park program and founded the High River Senior's indoor walking program. She has been chairing the High River and District Recreation Board for the last five years.

Source: *The Capital*, Wednesday Nov. 7, 2007

## The Sauer Mountain Trail

by Patti Pedersen

Sauer Mountain Trail, located in the northeastern part of the State of Washington, is one of the most interesting trails my friend and I have had the opportunity to visit. This spring we hiked the loop trail and stopped along the way to admire all of the amazing flora and fauna. Sauer Mountain Trail is open all spring and summer (closed from October 14 to March 21).

The trail is owned and operated by the Sauer family, farmers who settled there about 20 years ago. I had the opportunity to speak to Leonard Sauer during our visit and he explained that originally he built the trail to hunt and watch deer. The trail is now used by visitors who have had the opportunity to discover it. Mr. Sauer invited us to visit his fish pond. We threw in a couple of handfuls of fish food and out of the water leaped the largest and fattest trout I have ever seen. It was great fun and we laughed over being soaked from the spray of the fish leaping out of the water for food.

The entrance to the trail features a trailhead and parking space for about four cars and a guest book that the Sauer family asks you sign. Watch for the original signage and totems along the trail (hand carved by Mr. Sauer). At the top of the mountain you'll experience a breathtakingly beautiful panoramic view of the valley below. I would not recommend this trail for children because it is very narrow (2 feet at its widest point), steep, switchback trail to the top of Sauer Mountain. You must be careful when climbing as there is no railing along the sides of the trail. It is essential to wear proper footwear when hiking this trail.

How to get there: Take Highway 2 East from Leavenworth until you reach the sign for the hamlet of Peshastin (there is a stop light



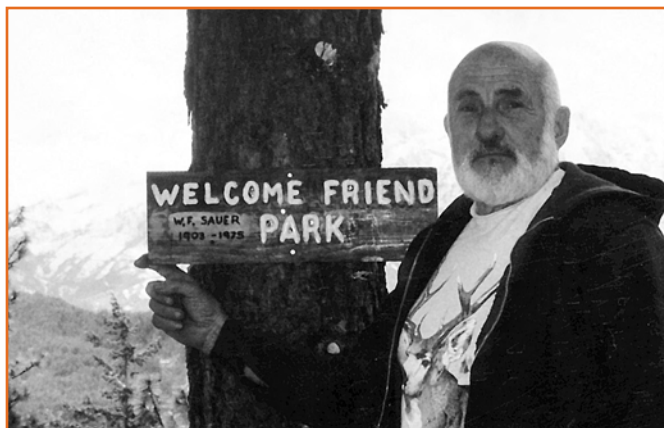
Leonard Sauer and his son Steve relax at the top of Sauer Mountain.

here). Drive through Peshastin then travel on North Road to the cemetery, turn right and drive up Anderson Canyon Road to the Sauer Mountain Trail. Watch for a small sign on the left side of the road indicating the trailhead. There is also information on the internet. If you really get lost go to the Chamber of Commerce Tourist Office in Leavenworth – they have directions.

I recommend visiting the Iron Horse Goat Trail if you are looking for easier trail that is wheelchair accessible and family friendly. There is a trailhead with Interpretive Signage just off Highway 2 West of Leavenworth. It's a very easy short walk (paved and gravel) and we saw lots of interesting artifacts from the railroad days lying on the ground. The trail travels through a small wooded area and in May it is dotted with small nearby streams. The path runs parallel to a huge, now overgrown concrete wall that was built as a snow shed in 1915.

If you haven't been to Leavenworth, make sure you stop by. The town is fashioned after a small Bavarian village and features lots of interesting shops, restaurants, coffee bars, a beer garden and a profusion of hanging baskets and shrubbery. We stayed overnight, enjoying a wonderful side trip.

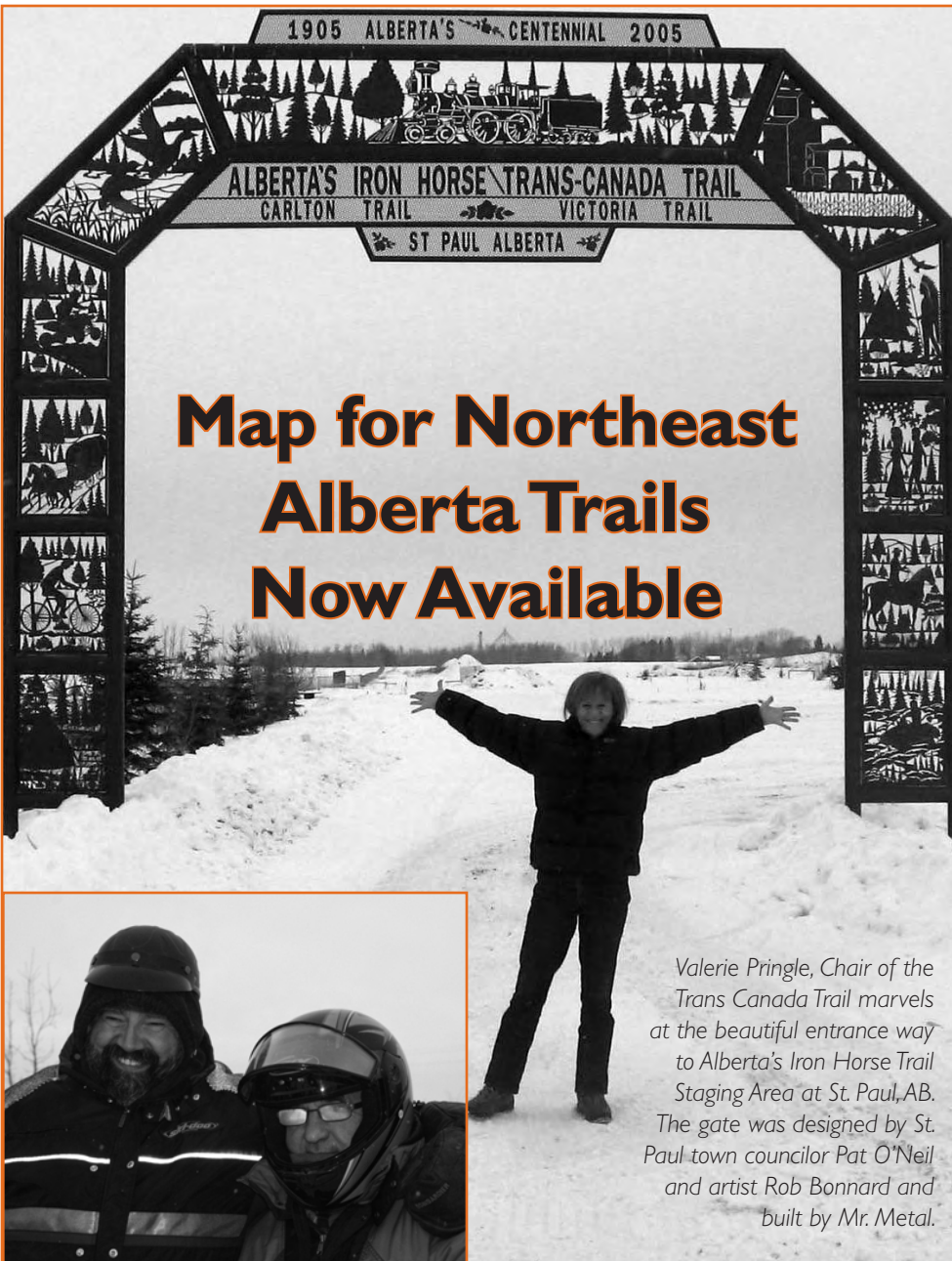
I was pleasantly surprised to find all these wonderful trails in Eastern Washington. I really appreciated the friendliness of people and the cleanliness of the trails. We hope to return sometime soon. What a wonderful outdoor adventure!



Leonard Sauer welcomes hikers to the trail.

**JWP** JuneWarren  
PUBLISHING

Alberta TrailNet Society would like to thank June Warren Publishing for their generous donation of a Canadian Oilfield and Gas and Plant Atlas.



## Map for Northeast Alberta Trails Now Available

*Valerie Pringle, Chair of the Trans Canada Trail marvels at the beautiful entrance way to Alberta's Iron Horse Trail Staging Area at St. Paul, AB. The gate was designed by St. Paul town councilor Pat O'Neil and artist Rob Bonnard and built by Mr. Metal.*

Alberta TrailNet is pleased to provide a new map for trails in Northeast Alberta. Project partners Alberta Off-Highway Vehicle Association, Alberta Snowmobile Association, Alberta Tourism, Parks, Recreation and Culture, Alberta Sustainable Resource Development (SRD) and Alberta TrailNet Society have been working on this pilot map project for the last year and a half. The Northeast Alberta Trails Pilot Map Project was created in response to user requests for trail information, particularly for areas beyond the mountain park region, to help identify approved trails and understand patterns and impacts of unmanaged recreational access, to promote and support economic development and tourism, and to promote user awareness. This information will also assist in developing a provincial trail database that supports future land management activities and recreational access planning and design.

The launch of the map occurred on January 19, 2008, at the Centennial Senior Citizens Centre in St. Paul in conjunction with a luncheon that honoured the founding members of NE Muni-Corr Ltd, a consortium of 10 municipalities that founded and continue to maintain Alberta's Iron Horse Trail. The Hon. Hector Goudreau, Minister of Tourism, Parks, Recreation and Culture, the Hon. Ray Danyluk, Minister of Municipal Affairs and Housing and Valerie Pringle, Chair of the Trans Canada Trail were on hand to recognize and celebrate the founding members and volunteer contributions to the Trail and the official launch of the map. The hall was filled to capacity despite the chilly weather and participants enjoyed a hearty meal and enjoyable conversation with like minded trail enthusiasts.

The celebration of trails included informative presentations on Alberta's Iron Horse Trail accompanied by a virtual tour of the

*Below: Snowmobiler's get ready to leave St. Paul staging area to attend a koubasa roast at the Edouardville Staging area further down the Iron Horse Trail.*



*Above: The Hon. Ray Danyluk, Minister of Municipal Affairs and Housing (left) and the Hon. Hector Goudreau, Minister of Tourism, Parks, Recreation and Culture at the St. Paul staging area.*



*Sleigh drivers Tony Antoine and Clem Corbierre take an opportunity for a photo op with Jerry Bidulock, Cal Rakach, the Hon. Ray Danyluk, Valerie Pringle and the Hon. Hector Goudreau (bottom left to right).*

trail route through Goggle Earth. Ministers Danyluk and Goudreau spoke highly of the map project and were each presented with a commemorative copy of the Northeast Alberta Trails Map as well as a Trans Canada Trail hiking stick. Valerie Pringle brought greetings from the Trans Canada Trail and delighted the crowd with her positive energy and sense of humor. After the luncheon event ended, guests departed to the Iron Horse Trail Staging Area in St. Paul for hot chocolate and cookies. A horse and sleigh was on hand to give short rides down the trail. Those willing to further brave the cold weather bundled up and departed on snowmobiles from St. Paul to the Edouardville Staging area for a koubasa roast.

The Northeast Alberta Trails Map is the first in a planned province-wide series of seven or eight maps. The map shows approved trail locations for ATV riders, snowmobilers, hikers, skiers, equestrians, cyclists and other trail users. It contains interpretive information on the region such as tourism points of interest, spots for potential wildlife sightings, recreational opportunities and the history of the area. The map also provides contact information to help visitors access specific details of a trail and its immediate surroundings.

The map is available free of charge at the SRD Information center in the bottom of the Great West Life Building (9920 - 108 Street, Edmonton or 310-0000), from local SRD offices in the region, Visitor Information Centers throughout the province and through Alberta Trailnet (11759 Groat Road, Edmonton or 1-877-987-2457). You can also preview the map by visiting Alberta TrailNet's website at [www.albertatrailnet.com](http://www.albertatrailnet.com) and following the links or by visiting [www1.travelalberta.com/en-ca/index.cfm?PageID=1&FeatureId=978](http://www1.travelalberta.com/en-ca/index.cfm?PageID=1&FeatureId=978).

*Recipients of Founding Member awards for Alberta's Iron Horse Trail.*



*Left: Stakeholders give their comments on a draft copy of the map at a session at Smoky Lake in September 2007.*



*The Northeast Alberta Trails Map Project recently won an Alberta Snowmobile Association Award for the Outstanding Promotion and Development of Snowmobiling. Accepting the award were (left to right) are Bob Smith (Alberta Off-Highway Vehicle Association), Linda Strong-Watson (TrailNet), Cal Rakach (Alberta Off-Highway Vehicle Association), Louise Sherren (Alberta Snowmobile Association), Janet McLean (TrailNet), Loren Winnick (Alberta Tourism, Parks, Recreation and Culture), Margarete Hee (Sustainable Resource Development) and Fred Wilton (Alberta Tourism, Parks, Recreation and Culture).*



*Group photo before everyone heads out on the trail.*

# WORLD'S LONGEST TRAIL a step closer to completion in Alberta

October 15, 2007

Edmonton... A \$1.2-million investment from the Alberta government will support efforts towards completing the province's 2,200-kilometre portion of the Trans Canada Trail.

"The Trans Canada Trail is a key component of our provincial trail network," said Hector Goudreau, Minister of Tourism, Parks, Recreation and Culture. "It draws important tourism dollars to communities across Alberta, and gives Albertans a great way to stay active while enjoying our province's natural beauty."

The Alberta TrailNet Society will administer the grant, which is provided through the Alberta Lottery Fund. This funding will be used for trail planning, design and construction as TrailNet continues to work with local stakeholders to expand on the 60 per cent of the Alberta portion already open.

As Alberta's provincial trail council, TrailNet is responsible for promoting development and responsible use of the provincial trail network in the interests of a broad range of user groups. It also implements the Alberta portion of the Trans Canada Trail.

"This new funding provides critical support to our local and community

partners who are working hard to build the Trans Canada Trail," said Peter Barr, President of Alberta TrailNet Society. "It will enhance the efforts of dedicated volunteers, as well as help fully maximize donor contributions to make the Trans Canada Trail through our province a reality."

Alberta is a hub for the Trans Canada Trail with the east-west land route, the north-south Arctic land route, and the Arctic water route meeting in Alberta. The 2,200 kilometres of trail showcases local sites of interest and the diversity of recreational, historic, natural and cultural opportunities across the province. More information on the Alberta portion of the Trans Canada Trail is available at [www.albertatrailnet.com](http://www.albertatrailnet.com).

TrailNet and its national, provincial and territorial partners hope to complete the Trans Canada Trail by 2010. Once complete, the trail will be an 18,000-kilometre recreational corridor that winds its way through every province and territory, linking over 800 communities along its route—the longest trail of its kind in the world. More information on the Trans Canada Trail is available at [www.tctrail.ca](http://www.tctrail.ca).

Supporting Alberta's trail network is part of Premier Ed Stelmach's plan to improve Albertans' quality of life.



Stone Mason Herb Haupt, works to raise the height of the heritage stone posts to accommodate the new higher railings.

## Town of Banff Receives Trans Canada Trail FUNDING

The Town of Banff received a \$10,176 grant from the Trans Canada Trail Foundation. The money will be used to help upgrade the historic Bow Falls Trail which has become worn over many years of use and exposure to the elements.

A section of this trail is located on a cliff overlooking Bow Falls. It features approximately 50 beautiful Rundlestone pillars that were installed by the Banff Springs Hotel many years ago. Due to their great heritage value, the pillars will remain and be raised in height and the railings in between will be replaced. This heritage section of the Bow Falls Trail is part of the Trans Canada Trail and receives thousands of visitors each year. Repairs and upgrading of the Bow Falls Trail will take place over the next few years readying it once again for the enjoyment of visitors to this area. For more information on this trail project, please contact Susan Webb, Recreation Projects Planner at (403) 762-1214.

## Volunteers Needed for Alberta TrailNet's Casino June 11 and 12, 2008

Alberta TrailNet Society will be holding its first casino at Century Casino in Edmonton (13103 Fort Road) on Wednesday June 11 and Thursday June 12, 2008. This event will raise funds for essential trail programs and services provided by the Society. We are looking for committed and energetic

volunteers for various positions to help make our Casino a success. Have fun, meet new people and support a worthy cause. Food and refreshments are provided. Transportation and accommodation will be covered if you are further than 100 km from Edmonton. Other expenses such as

babysitting costs, local transportation to and from event via taxi or bus are also covered. Please contact Shannon Maliteare at the office at 1-877-987-2457, 780-422-7150 or email [atadmin@telus.net](mailto:atadmin@telus.net) for more information and/or to sign up for a shift.

# The Jasper Trail Project

by Marci Dewandel, Communication Officer

Jasper National Park received \$1.7 million to upgrade trails from a special Government of Canada fund that supports the ecological goals in Canada's national parks.

Over the next several years, the park, along with local and visiting trail users, will work together to improve the 190 kms of trails that surround the town of Jasper.

## PROGRESS TO-DATE

### (1) Fostering public understanding and awareness

Public participation is the foundation of the Jasper Trails Project. To date, the Project Working Group has dedicated many hours learning about trail issues in the valley, listening to the greater community and making recommendations for change to the current trail network.

Trail design workshops and project events brought together over 150 passionate trail users. Together groups shared their ideas for an ideal trail network and learned the basics of sustainable trail design.



Public trail design workshops.

The Jasper Trails Project also runs a Volunteer Trail Work Program. Enthusiastic volunteers have contributed to several trail re-design projects, restored several spur trails, and assisted in rock-armouring the new Wapiti Trail. In the process, these trail stewards developed a sense of trail ownership and understanding. If you are interested in volunteering on the trail, please call the project office at 780-852-9467. Get involved!



Volunteers re-routing a trail.

### (2) Providing for quality recreational experiences

Changes to Jasper trails this past season focused on improving the connectivity of the existing network and providing easier, safer options for trail users. The majority of the trail work took place in developed areas with higher recreational values and lower ecological concerns. For an update on 2007 summer trail work visit [www.pc.gc.ca/pn-np/ab/jasper/plan/plan4\\_e.asp](http://www.pc.gc.ca/pn-np/ab/jasper/plan/plan4_e.asp).

### (3) Ensuring ecological integrity for future generations

The Jasper Trails Project is tasked with restoring ecological integrity in ways that also promote a diversity of high quality recreational experiences. The project is addressing this task in the following ways:

- Developing trails in areas that will concentrate human use away from sensitive wildlife movement areas.

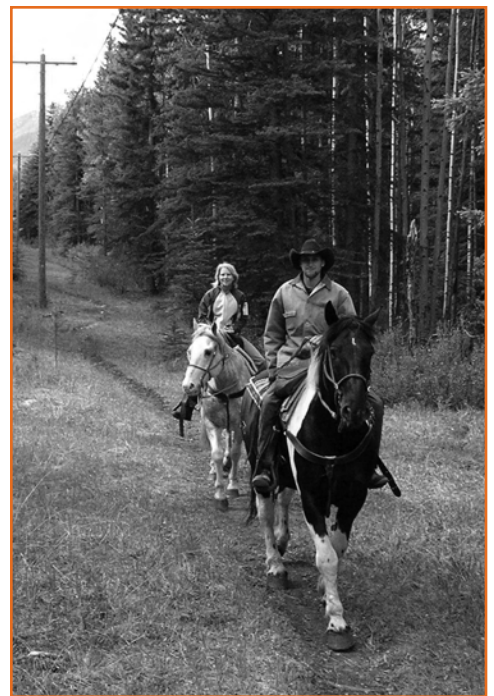


Grizzly sow and cub using Jasper trails.

- Using sustainable trail building techniques to keep people on the trail. We have learned that trail users are less inclined to venture off trail if their recreational needs are being met.



Jasper offers a multi-use trail system- using sustainable trail building techniques is critical for maintaining trail quality.



- Working together with the community of trail users so that they may become more aware of the ecological values at play on our trail network.





## In Memorium

# William (Bill) George Milne

Architect, planner and visionary, Bill Milne passed away on February 7, 2008 after a brief illness. Noted for many initiatives in Calgary and throughout Alberta, Bill was behind many landmarks including the Calgary Tower and Kananaskis Country with its extensive bike path system. He was the Chairman of the Fish Creek Provincial Park Citizen's Committee,

Vice-Chairman of Kananaskis Country Citizens Advisory Board, Chairman of Calgary Beautification Foundation, Chairman of River Valleys Committee and longstanding member of the Calgary Planning Commission. As Chairman of the Calgary Planning Commission, Bill helped design the city's wonderful pathway system. An avid hiker, biker, canoeist and skier he served as one of the first Directors of the Trans Canada Trail and designed the distinctive Pavilions that are located along the Trail across Canada. Bill is remembered for his outstanding commitment and pride in his community, his passion for the environment, his support of social projects, and for contributions to all Albertans through the visionary projects he spearheaded and held dear. Bill's 'red roofed' Trans Canada Trail pavilions stand as memorials to this quiet visionary who embodied the ideals and goals of the Trans Canada Trail and Alberta trail builders. Bill is survived by his wife Lorraine and his sister Dot.

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## We couldn't do it without you...

Many thanks to all our members and donors who have pledged their support to the Alberta TrailNet Society. Not only is your support a big boost to TrailNet financially, but your ongoing support benefits all trail enthusiasts and will help to continue to build Alberta's provincial trail network, including the Trans Canada Trail.

## MEMBERSHIP FORM

Yes! I want to support Trails so sign me up as a Member.

Name \_\_\_\_\_

Address \_\_\_\_\_

City/Town \_\_\_\_\_

Prov \_\_\_\_\_

Postal Code \_\_\_\_\_

Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-mail \_\_\_\_\_

Individual Member \_\_\_\_\_ yr x \$25 \$ \_\_\_\_\_

Organization \_\_\_\_\_ yr x \$50 \$ \_\_\_\_\_

Donation (RECEIPTS ISSUED) \$ \_\_\_\_\_

TOTAL ENCLOSED \$ \_\_\_\_\_

Make cheque payable to: Alberta TrailNet Society

Yes! I want to volunteer with Alberta TrailNet or the Trans Canada Trail.

My skills include: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_